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QUEEN'S HOTEL
Seabeller's Guide

FOR THE
CITY OF TORONTO,

WITH A LIST OF
PRINCIPAL BUSINESS HOUSES,
AND SKETCHES OF THE PROMINENT
POINTS OF INTEREST.

TORONTO

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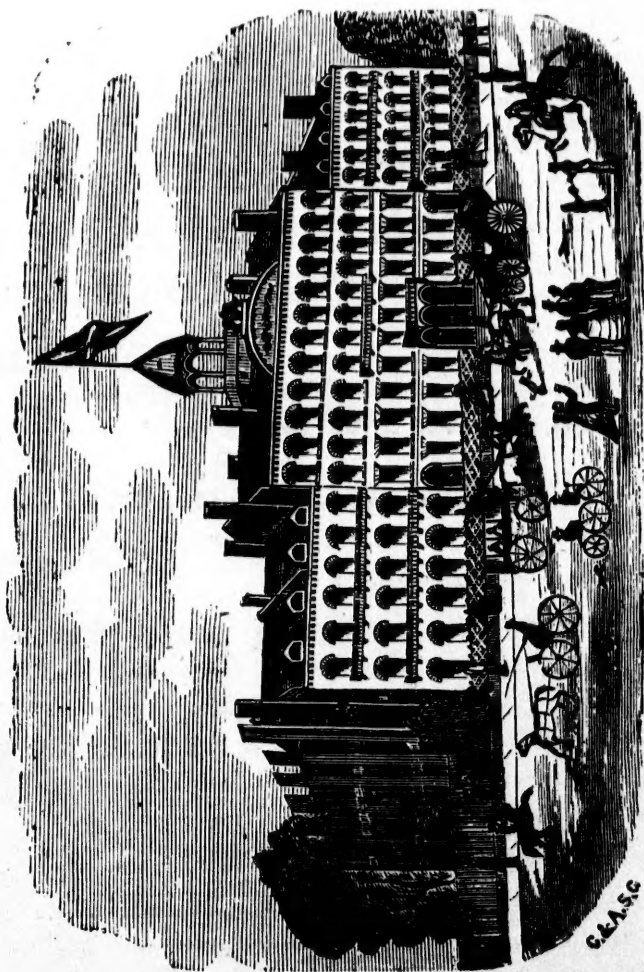
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The "QUEEN'S," in the City of Toronto, is one of the largest Hotels in the Dominion of Canada; it is most convenient to the Great Western, Union, and Northern Railway Stations, Steamboat Piers, and the business part of the City. It is situated on Front Street, between Bay and York.

In 1865 it was considerably enlarged by its enterprising proprietor, CAPT. THOS. DICK, to accommodate the large and constantly increasing travel through this Province, and now has a frontage of 156 feet, with three side wings, each 80 feet long, and a centre wing extending northward 108 feet.

Notwithstanding the present extent of the premises, it is the intention of CAPTAIN DICK to add another wing on the east side, and add a storey to the centre portion of the house, finished off with French roof, cupola, &c. &c.

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The proprietor is continually making improvements, and has lately completed some alterations which have proved of great service in securing the comfort of the guests.

The Hotel is furnished with accommodation for 350 guests; the rooms are commodious, and fitted up with new furniture in the most modern style, and arranged with a taste seldom surpassed by any hotel on the continent.

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One of the Royal Mail Line of Steamers leave Niagara daily for Montreal, passing through Lake Ontario, the Thousand Islands, the Rapids and River St. Lawrence, calling at all points both on Canadian and American shores.

The Town of Niagara was at one time the Seat of Government for Upper Canada; its surroundings are full of varied and historical interests.

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CITY OF TORONTO.

TORONTO, the Queen City of the West, is the largest and most populous in Western Canada ; it is situated on the north shore of Lake Ontario, between the Humber and Don Rivers, 30 miles N. N. W. of the mouth of the Niagara River. It was at first called York ; but in 1833, when it was incorporated as the first city of Upper Canada, its name was changed to Toronto, derived either from the Mohawk De-on-do, "trees in the water," descriptive of the appearance of the Island, or from Tronto, "the place of meeting" of the tribes. Some say Toronto was the name of a noted Indian Chief.

Of all the cities on the Canadian shore of Lake Ontario, Toronto is the largest and most important ; although not picturesque, it is most agreeably situated. The handsome Bay, forming its southern front or boundary, gives it, as a lake port, great commercial advantages, and collects for shipment to the sea-board more grain than all the other cities and towns in Ontario put together. The view from the western entrance to the harbour and from the island, is varied and striking. The spires and cupolas of its Public

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Buildings afford a most agreeable diversity to the distant outline of the city, and mark it as a place of wealth and enterprise. From the Cupola of the St. Lawrence Hall at the south, and from that of the Educational Department, and the University at the north, the view is both extensive and animating. The long lines of houses, and the rectangular blocks of buildings, intersected by streets running towards the four cardinal points of the compass, with here and there a handsome church or an elegant edifice, strike the eye of the stranger with an agreeable surprise. Young in years, it has none of the associations which render Quebec almost classic; but it is as proud of its beautiful Bay and aquatic sports as Quebec is of its Ancient Walls and Citadel.

At present Toronto contains about 10,000 public and private buildings, and has a population of nearly 70,000. The assessed value of property, is not far from \$27,000,000. The yearly civic income and expenditure amount to about \$500,000.

STREETS.

The streets of Toronto are spacious, well laid out, and regularly built, the two main arteries of the city are King and Yonge streets, which crossing each other at right angles, divide the city into four large

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sections. Yonge Street runs north and south, King Street, east and west. The Street Railway passes along the entire length from King Street up Yonge Street to Yorkville, and up Queen Street as far as the Provincial Lunatic Asylum, thus forming a convenient means of transport for parties living at the northern and western extremities of the city.

YONGE STREET.

Starting from the foot of Yonge Street northwards from the Bay, the most striking objects we meet are Great Western Station, Custom House, American Hotel, the Bank of Montreal, Royal Insurance Company, then Wellington Street, and on either side the City Hall, Bank of Toronto, numerous wholesale houses, Edinburgh Life Assurance Company's Building, Merchants Bank, City Bank of Montreal. The lower portion of Yonge Street from King to the Bay is composed mostly of wholesale houses, while above King, it is almost an unbroken line of retail shops of every description, and is perhaps the most busy street in the city; the buildings, many of them being of fine structure. This street is the great leading thoroughfare from the north, runs almost north and south, and divides the city into two grand divisions, extending from the Bay as far north as Holland Landing, a distance of about 30 miles.

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KING STREET.

King Street, the principal one in Toronto, is 66 feet in width, is well built up with substantial brick and stone buildings, some of them being equal to any on this continent.

It is only about forty years since it was completely composed of wooden structures, and was hardly passable to pedestrians ; but now each side is lined with stately stores, more particularly King Street east, where most of the business is done ; the improvements in the west end are advancing rapidly.

This street is built up for about two miles, but extends still further : it forms the main artery for business from the east.

THE COLLEGE AVENUE.

This drive and promenade, leading from Queen Street to the University Grounds, is nearly one mile in length, 120 feet in width, and contains about ten acres of land. It is handsomely planted with trees on either side, through the centre of which there is a carriage drive, flanked by a grass border of considerable width. The Avenue is one of the finest in the Dominion, or perhaps on this continent, and and was laid out about the year 1829 or 1830, by the University of King's College, now the University of

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See Page No. 1.

Toronto, and planted by the late Mr. John Wedd. In 1859, this with the Yonge Street Avenue, which is much narrower, and crosses it at right angles at its northerly termination, together with 50 acres of the University Park, were granted to the Corporation of the City of Toronto, on a lease for a period of 999 years, for the purposes of a Public Park, to be kept in order by the city. Building lots for villas of a certain description, have been also laid out for leasing round this Park, and many elegant Residences have already been erected.

UNIVERSITY BUILDINGS.

This magnificent pile of buildings was erected during the years 1856-57 to provide accommodation not only for the University of Toronto (which simply confers degrees) but also for University College, with its various lecture rooms, residences, and students quarters. The massive structure was designed by Messrs. Cumberland and Storm, and built under their directions. The chief facades of the building, are to the south and east—the former of great and massive elevation, for distant effect from the lake and city.

The general outline of the building approaches the form of a square, having an internal quadrangle of about 200 feet square, the north side of which is

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left open to the park. The main frontage on the south is about 800 feet long, with a massive Norman tower in its centre 120 feet in height, and comprising two stories, that on the ground being devoted to lecture rooms, the upper story to the Library and Museum; these may be called the public portion of the building. The east side of the building is 260 feet in length, and entered by a subsidiary tower. The west end of the quadrangle is about 200 feet in length, and used as residences for the students. The whole cost was nearly \$500,000.

TRINITY COLLEGE.

Is a very handsome building situated on Queen Street west, standing in spacious grounds facing the entrance to the Bay.

The college was erected in 1851, at a cost of £8,000, after plans prepared by Mr. Kivas Tully. The building is of white brick with stone dressings, and is designed in the third period of pointed English Architecture. It has a frontage of 250 feet, facing south with wings projecting east and west 53 feet each. The porch of the principal entrance is cut stone, over which is a bay window and ornamental gable to correspond. There are also handsome bay

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windows in each wing, with gables and windows similar to those over the entrance. The building is designed to accommodate eighty students, with class rooms, chapel, library and museum; also private residences for the Provost and two senior professors. It is a great ornament to the west end of the city, and a noble monument to the unwearied zeal of Dr. Strachan, the first Protestant Bishop of Toronto.

THE NORMAL & MODEL SCHOOLS AND EDUCATION OFFICES.

One of the most attractive spots in Toronto are the buildings and grounds of this Department, which includes the Education Office and Depositories, an Educational Museum, the Normal School, with Girls' and Boys' Model School. The buildings are situated upon the centre of an open square, of about seven acres and a half of ground, bounded on the north by Gerrard Street, on the east by Church Street, on the South by Gould Street, and on the west by Victoria Street. The situation is a very beautiful one, being considerably elevated above the business parts of the city, and commanding a fine view of the Bay, Peninsula and

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Lake. The adjoining grounds are handsomely laid out, and are very attractive in summer.

The Educational Museum includes specimens of Canadian natural history, and the best varieties of maps, charts, diagrams, philosophical apparatus, and school furniture. It also contains an extensive and beautiful collection of copies of celebrated Italian, Dutch, and Flemish oil paintings and engravings, and casts in plaster of Paris of some of the most noted groups of statuary (ancient and modern), together with a collection of English, Canadian, and classical busts, &c. Free admission to this museum may be obtained daily from nine to five o'clock.

OSGOODE HALL, QUEEN STREET.

This Hall, which is named after the Hon. William Osgoode, the first Chief Justice of Upper Canada, is the seat of the Law Society of Upper Canada, and contains court rooms and offices for the Superior Courts of the Province.

The cost of the building has amounted to about \$250,000. The grounds comprise about six acres of land.

A Law School has been established under the direction and tuition of three readers, designated respec-

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tively, The Reader on Common Law, The Reader on Equity, and The Reader on Real Property.

Four scholarships have been established, one for students under two years standing of £40 per annum, one for students under one year's standing of £30 per annum, one for students under three years standing £50 per annum, and one for students under four years standing of £60 per annum.

UPPER CANADA COLLEGE.

Stands on a site of nine acres opposite the Government House, fronting on King Street, and consists of a row of neat brick buildings. This institution was founded A.D. 1829.

The centre building is the College proper, containing large and well ventilated class rooms, a library, a laboratory, and a public hall. The residences of the principal and of the various masters being on either side. The College boarding house, which has lately had a very large addition added to it, is spacious, and fitted with every appliance, does not appear in the view, as it recedes from the line of the other buildings. The same may be said of the gymnasium, &c. The lawn is handsomely laid out, and its cricket-ground and play-yards are extensive.

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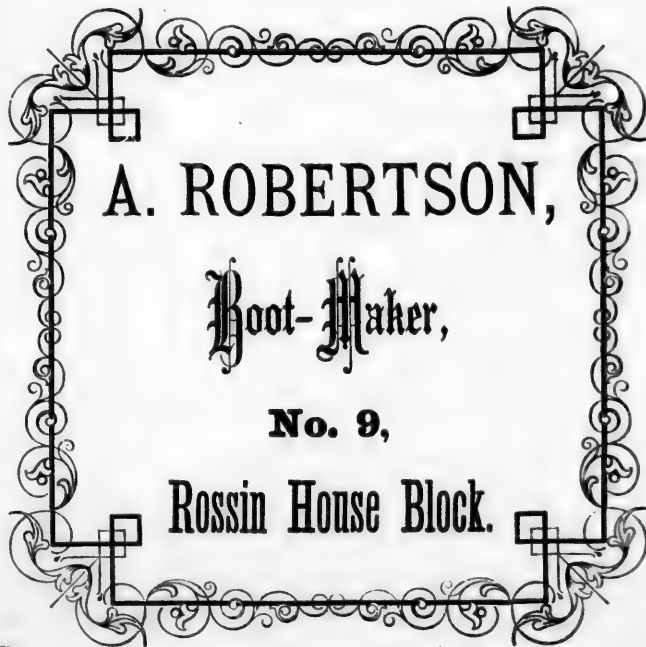
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His Excellency the Governor General is visitor, and annually offers the highest prize to the head boy.

Eight exhibitions, varying in value from \$40 to \$120 per annum, are open to competition of the whole Province. The examination for these are entirely conducted by gentlemen unconnected with the Institution. It is modelled after the celebrated English Grammar Schools, and aims to impart a sound Classical and Commercial education. The College is munificently endowed. A large portion of our leadmen received their education, either wholly, or in part, at this College; and the distinguished success of its pupils in our Universities is a further proof that it is conducted in an efficient manner.

THE TORONTO MECHANICS' INSTITUTE.

Stands on the corner of Church and Adelaide Streets, is a large, commodious, and imposing structure, 104 by 80 feet, designed in the Italian style, by Messrs. Cumberland and Storm, Architects. The erection of this fine building was the result of a most praiseworthy liberality on the part of the public, and of the members of the Institute. The cost of the building and ground was about \$50,000. For capa-



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No. 9,

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city it is not equalled by any building of the kind in the Dominion of Canada.

The building contains a large and commodious Music Hall, 75 by 53 feet, and 35 feet high of ceiling (with ante rooms), the entrance to which is on Adelaide Street. It also contains a Lecture Theatre capable of holding 800 persons, a large Reading-room, Library, Committee and Apparatus Rooms, with other accommodation.

This Institute was established in 1830, and incorporated in 1847. A life membership is \$20; Annual Membership \$2 50. Ladies and Youths, \$2. The institution is in a prosperous condition, and doing a useful education work.

ST. JAMES' CATHEDRAL.

This fine structure stands upon the corner of Church and King Streets, and is the principal Episcopal Church in Toronto; it is the fourth Parish church which has occupied the same site. The corner stone of the present building was laid on the 20th November, 1850. The extreme length is 200 feet, and 105 feet wide; the interior is 111 feet long and 75 feet wide. The present height of the tower is 125 feet,

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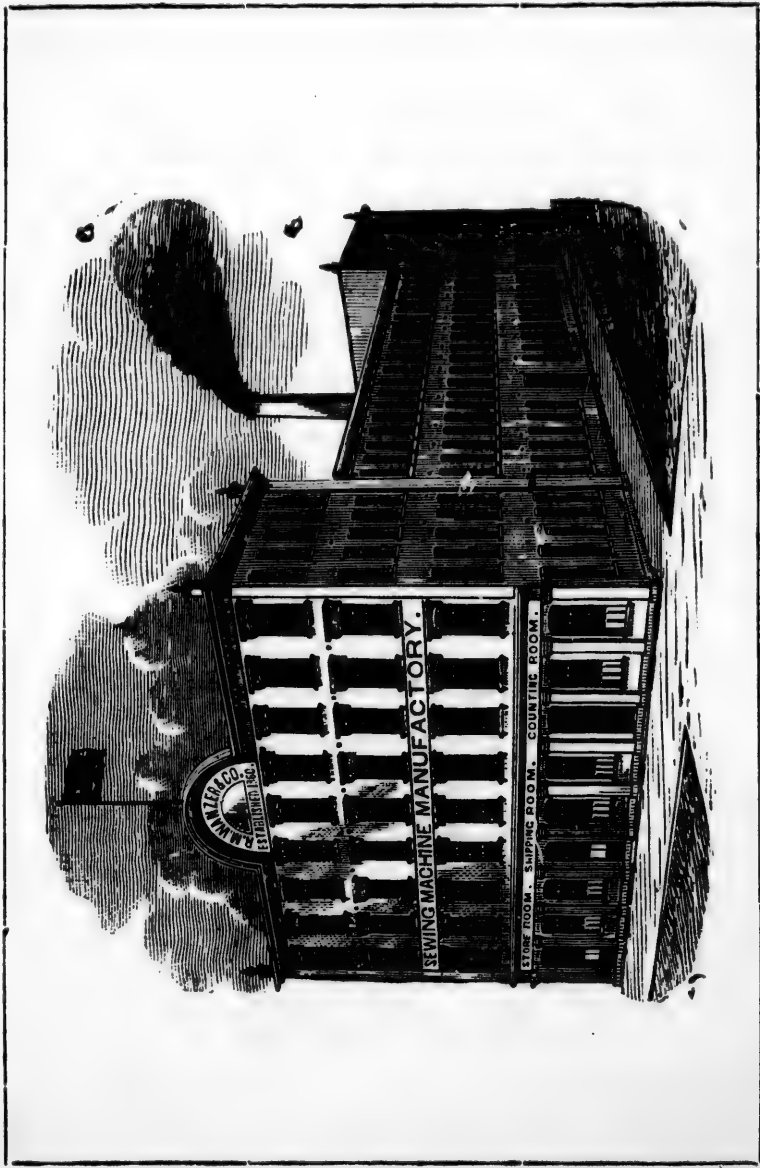
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35 feet having been added in the fall of 1865 to admit of a very fine peal of bells, which were first used for ringing in Christmas, 1865; another 25 feet yet remains to be added to the tower, which with the spire, will make a total height of 275 feet. The cost, exclusive of additions in 1865, amounted to \$80,000; those cost \$10,000, and the peal of bells \$6,000, making a total, so far, of \$96,000.

The style is the early English Gothic.

ST. MICHAEL'S CATHEDRAL.

Which stands on the corner of Church, Shuter and Bond Streets, with an entrance on Bond Street, is in the early decorated style of English Gothic architecture, built of white brick and cut stone dressings, being 200 feet in length by 90 feet in width, and with the transepts, making a total width of 115 feet exterior dimensions. The windows are large and filled with tracery of great variety—the eastern window, of seven lights, being 36 feet high and 18 feet wide. The transepts have large rose windows, with canopied niches in the gables. The building is wholly under one roof, forming in the interior a nave, 170 feet long, 40 feet wide and 66 feet in height, with

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piers and arches, triforium and rich ceiling. The side aisles are 180 feet long by 20 feet wide, and 48 feet high, with a gallery at the west end. The building was commenced in the year 1845, and finished in 1847. The tower and spire is 250 feet in height.

KNOX'S CHURCH.

(FREE PRESBYTERIAN.)

Is situated on Queen Street west, off Yonge Street. The tower and spire of this church are very much admired for their graceful proportions. The building is of white brick, and is designed in the early decorated English Gothic style, with handsome traceried windows at the sides, and a stained glass rose one at the end. The pulpit canopy, and screen, are highly decorated; the exterior length of the church is 104 by 70 feet wide. It will accommodate 1,300 persons. The total cost including bell was \$24,000. The Rev. Alex. Topp, A.M., is the present Minister.

WESLEYAN

METROPOLITAN CHURCH.

This fine structure, the principal Wesleyan Church in Toronto, is situated in the centre of Magill Square, between Bond and Church Streets, the Square having a frontage of 248 by 552 feet. The architecture is

A. S. IRVING,

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of the early French style, and promises, when finished, to be an ornament to the city, as well as a credit to the Wesleyans.

The material used is white brick, relieved with cut stone dressings. The dimensions of the main building is 72 by 128 feet, the chapel in the rear being 63 by 63 feet, over which are large and commodious class and committee rooms. In the front of the Church is a massive tower, 29 feet square, and 180 feet in height, to top of pinnacles; on either side at the junction of the main building with the chapel, are two smaller towers, 16 feet square, by 122 feet high. The roof is covered with slate of variegated bands.

The principal entrances front on Queen Street—by two open porches on either side of the main tower; there will also be entrances on either side. The Gallery is reached by four commodious staircases, and can be emptied in seven minutes. The pulpit is situated at the north end, and immediately to the rear, the Orchestra, which is to contain one of the finest organs in the Dominion.

The Church is ventilated on the most improved principle, by three large shafts, carried into the tower turrets, and large flues in four chimneys: and will seat comfortably 1,800, but will contain 2,500 persons.

The cost of grounds and building will be \$110,000. Henry Langley, architect; Joseph Gearing, builder.

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HORTICULTURAL GARDENS.

These beautiful grounds occupied by the Gardens extend over a space of ten acres, all of which is highly cultivated, and is the property of the Toronto Horticultural Society. They were first opened to the public on the occasion of the visit of His Royal Highness the Prince of Wales in 1860.

Up to 1860 the Directors had expended the large sum of nearly twenty thousand dollars in laying out and improving the grounds, building the pavilion, and gardener's lodge, and a small forcing house, for growing bedding-out plants and other flowers for the decorations of the Gardens.

The Gardens are now open during the summer months to all who may desire to visit them, from six in the morning until eight o'clock at night—after which hour the Directors have the right, under their agreement with the city, to charge an admission fee to those attending weekly promenade concerts, or other performances given for the benefit of the Society.

PROVINCIAL LUNATIC ASYLUM.

This large edifice, the largest in Toronto, is situated in the western portion of the city, on Queen Street, two miles and a half from the Central Market. It is located on a level plain, on a part of the old Garri-

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At a small advance on the cost of
importation.

son Common, known as the Ordnance Land. Its front measures (verandah included) 644 feet. The building is four stories high. The basement contains the apparatus of the establishment, such as kitchens, heating furnaces, bakery, store rooms, tailors shop, &c. The floors above the basement are appropriated to the patients and their medical attendants. Two very large wings have been added to this institution, and it now ranks third, in point of size and population, on the continent of America. The grounds adjoining the Asylum are highly cultivated, the ornamental part is very neatly kept, and adds very much to the enjoyment of the patients. At present there are in the Asylum proper, and the two adjacent hospitals, over 500 patients.

The institution is under the direction of Joseph Workman, Esq., M.D., the Medical Superintendent, assisted by a competent staff.

THE CRYSTAL PALACE,
OR
PROVINCIAL EXHIBITION BUILDING.

This very handsome structure presents an admirable likeness to its great prototype of Hyde Park. The outline is very nearly the same, and the transepts are produced in miniature with excellent effect.

CHINA HALL,

(REGISTERED,)

71 & 73 KING STREET EAST,

TORONTO.

GLOVER HARRISON,

IMPORTER OF

CHINA BREAKFAST AND TEA SETS,

Dinner and Dessert Sets,

Toilet Sets, Glassware.

PARIAN STATUARY, BOHEMIAN VASES,
PLATED GOODS, TABLE CUTLERY,

FANCY GOODS,

Tea Trays, &c. &c.

BEST BREWERY IN TORONTO.



COSGRAVE & CO.

MANUFACTURERS OF

Pale and Amber Ale

ALSO, MANUFACTURED

EXPRESSLY FOR BOTTLED USE.

Used at the "QUEEN'S," and highly recommended by
the Manager.

C. P. REID & CO.

IMPORTERS AND DEALERS IN

WINES, LIQUORS

AND

CIGARS,

29 FRONT STREET,

TORONTO.

C. P. REID.

CHAS. BROWN.

The site of the building is on the Ordnance Reserve, directly south of the Lunatic Asylum. The structure is principally composed of cast iron and glass, and the roof is covered with tin. The total length of the building is 256 feet, and its extreme width 144 feet, which includes a covered entrance 32 feet by 16 feet, on the southern front.

The Crystal Palace was erected by the Board of Agriculture for Upper Canada, as a permanent structure, in which to hold the yearly Provincial Exhibition of Agricultural and Mechanical Products. The total cost of the building is about \$26,000. The contributions of the City Council was \$20,000, and of the County Council \$4,000.

ST. LAWRENCE HALL, KING STREET.

This is a very substantial and elegant building, in the Italian style of architecture; though its beauties are greatly concealed from view, in consequence of its abutting abruptly on the street. The principal front is on King Street. There are two large shops on each side of the centre part of the building, with carved and moulded piers on the ground floor, sustaining rich entablatures with balconies to the first floor windows. The entire frontage is 150 feet.

ROYAL HORSE BAZAAR

AUCTION SALE

AND

Commission Stables,

BAY STREET, TORONTO.

The Largest Stock in the Dominion of New and
SECOND-HAND

CARRIAGES,

OF EVERY DESCRIPTION.

Cutters, Harness, Sadlery, &c., constantly on hand, for
Sale or Exchange.

J. GRAND, AUCTIONEER.

On the centre roof is a cupola or dome, supported by a rustic base with windows, the dome being 17 feet in diameter; in the cupola is the bell, 2,130 pounds, also the City Clock, the faces of which are to the four cardinal points. The whole is terminated by a small cupola and flag staff, the height to the top of the cupola being 120 feet.

In the centre of the Hall is an archway, with highly ornamented bronzed iron gates, leading to an arcade of shops the rear of which is occupied as the butchers market, having shops on both sides; each shop having connection with a square leading from east and west Market Streets respectively, which are occupied by farmers for the sale of produce. The Hall is 100 feet long and 36 feet 6 inches wide, with a gallery at one end, under which is a reception room; the ceiling and walls of the Hall being richly ornamented.

GREAT WESTERN STATION.

Covers an area of 311 feet 6 inches by 150 feet. In the central space between the platforms, which is 64 feet wide, four tracks have been laid, with switches for transposing from one to another. The passengers platform, which is on the north or left hand side of the main entrance from Yonge Street, is 195 feet long

STAR HOUSE.

H. PIPER & CO.

MANUFACTURERS OF

BABY CARRIAGES, REFRIGERATORS,

FILTERS & WATER COOLERS, TINWARE, &c.

WHOLESALE DEALERS IN

Woodenware, Japanned and Plain Tinware,

AND

GENERAL HOUSE FURNISHING GOODS,

Lamps, Chandeliers, Coal Oil, &c.

No. 81 YONGE STREET,

TORONTO, Ont.

First door above King Street. Sample Room up Stairs.

H. PIPER.

E. PIPER.

by 36 feet wide, over which is a handsome wooden ceiling neatly painted.

The size of the main building is as follows : Height to the eaves 34 feet ; the height to the centre of the building being 54 feet, and from the eaves to the centre of the circular roof 21 feet. This circular roof, which is covered with galvanized iron of English manufacture, presents a very striking appearance, and answers a very useful purpose, that of lighting the station, one continuous window being placed at each side of the roof. Handsomely constructed windows have also been inserted on the south end or main entrance to the shed.

The excellent lighting of the station is one principle of its construction. The visitor although feeling sensible of being under cover, can scarcely distinguish between the amount of light inside and outside the building. The credit of this very necessary part of the design is due to the architect, Mr. Storm, who determined, it seems, to employ that cheapest of all lights, daylight, in the greatest abundance. He may justly feel proud of the entire structure, which has cost altogether a little over \$20,000.

JOSIAS BRAY,
Ticket Agent of the Great Western R. W.
OF CANADA,

And its connections with all the Railways in the United States.

GENERAL AGENT IN CANADA FOR THE

Land Department of the Kansas Pacific Railway.

GENERAL OCEAN PASSAGE AGENT.

NOTARY PUBLIC, LOAN AND GENERAL AGENT.

American Money, &c., Bought and Sold.

Policies granted for the "Accidents Insurance Co."
Commercial Paper Discounted.

Office—Corner Front and York Streets,
(ESTABLISHED 1845.) TORONTO.

AGENT FOR THE

NATIONAL LINE OF OCEAN STEAMSHIPS,

Booking Passengers to and from Liverpool, London, Glasgow,
Queenstown and Derry, &c.

THE WHITE STAR LINE,

OF SPLENDID STEAMSHIPS, 8,000 TONS EACH,

Booking Passengers to and from Liverpool, Queenstown, London, &c.

THE HAMBURG AMERICAN PACKET CO.

Booking Passengers to and from Hamburg, Plymouth, London, &c.

TORONTO POST OFFICE.

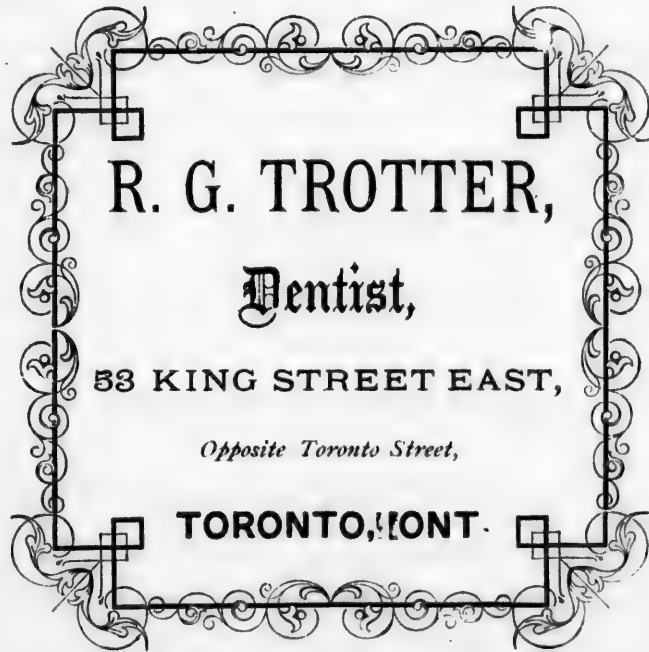
Is situated on Toronto Street in the most central part of the City, and was completed in May, 1853, at a cost of \$16,000. The style of architecture is Grecian-Ionic, after the temple of Minerva at Athens. It is 48 feet in front by 90 feet in depth, and 52 feet high. The architects were Messrs. Cumberland & Storm.

Besides the offices connected with the Post Office, it contains, on the upper floor, the offices of the Inspector of the Toronto Postal Division, and in the basement rooms occupied by the resident porter.

In addition to the Postmaster and Assistant Postmaster, there are employed in the Toronto Post Office, 18 clerks, 5 letter carriers, 2 box collectors, and 2 porters.

Mails are despatched and received twice daily by Grand Trunk Railway eastwards; twice daily by Grand Trunk Railway westward; twice daily by Northern Railway; and three times daily by Great Western Railway *via* Hamilton; also once daily by stages running respectively to and from Rouge, Stouffville, Thornhill, Cooksville and Norway.

The average weight of mail matter despatched daily is estimated at nearly three and a half tons. The postage collected is over \$70,000 per annum; and the amount of money orders issued and paid in each year is over \$400,000.



R. G. TROTTER,
Dentist,
53 KING STREET EAST,
Opposite Toronto Street,
TORONTO, ONT.

POSTAGE ON LETTERS.

Canada and Prince Edward Island.—3 cents per half ounce if prepaid. 5 cents per half ounce if unpaid. Registration fee 2 cents.

United States.—6 cents per half ounce if prepaid. 10 cents per half ounce if unpaid. Registration fee 5 cents.

Great Britain and Ireland.—6 cents per half ounce by Canadian Packet. 8 cents per half ounce by New York Packet. Registration fee 8 cents.

Newfoundland.—12½ cents per half ounce; must be prepaid.

British Columbia and Vancouver's Island.—10 cents per half ounce; must be prepaid.

Red River.—6 cents per half ounce; must be prepaid.

Drop Letters must be prepaid by Stamp, one cent each.

Registered Letters must be fully prepaid.

Rates on Letters and Newspapers to Colonies and Foreign Countries may be ascertained at any Post Office.

POSTAGE ON NEWSPAPERS.

Canada, United Kingdom, United States, Prince Edward Island, and Newfoundland.—Printed and published in Canada, and posted from office of publication to *actual subscribers*, if paid quarterly in advance, may be sent by post at the following rates:—

For a Paper published once a week	5 cents per quarter.
do. twice a week	10 do.
do. three times a week ..	15 do.
do. six times a week	30 do.

If not paid in advance, one cent each will be charged on delivery,

Transient newspapers must be prepaid by stamp—2 cents each.

From the United Kingdom and United States.—Newspapers coming into Canada will be subject to the following rates on delivery:

From the United Kingdom, by <i>Canadian Packet</i> , free.	
do. do. by <i>New York Packet</i> , free.	
do. <i>United States</i> , 2 cents each.	
do. do. to regular Subscribers, 1 cent each.	

POPULAR PUBLICATIONS.

THE DESCENT OF MAN , by CHAS. DARWIN, F.R.S. 2 Vols.	\$3 50
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SONGS BEFORE SUNRISE , by ALGERNON C. SWIN- BURNE	1 75
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WHAT I KNOW OF FARMING , by HORACE GREELEY ..	1 50

COPP, CLARK & CO.*Publishers, Booksellers & Stationers,*

17 & 19 KING STREET EAST, TORONTO.

LIEUT.-GOVERNOR'S RESIDENCE.

Is situated on the corner of King and Simcoe Streets, and is designed in the modern French style of architecture which has been adopted largely in American cities, and is gaining favour rapidly in England. Red brick is the material used in the walls, relieved with Ohio cut stone dressings, and galvanized iron strings and cornices, painted and sanded to imitate stone. The main cornices are heavily bracketed with moulded brackets of the same material. This material is found to be much more suitable to our climate than stone, and at the same time is exceedingly economical.

The main building is three stories in height above the basement, the upper story is partially in the roof, which is constructed on the Mansard principle, the sloping sides are very steep, covered with Melbourne slate and relieved by handsome segmental domes, lighting the third story apartments. The ridge is finished with a moulded cornice of galvanized iron, the angles with moulded sides, and the deck is laid with the same material.

Towards Simcoe street the frontage is about 80 feet, and in the centre of it rises a tower 70 feet high, finished with a handsome wrought-iron railing. The roof of the tower is of the same description as that on the main building, but starts from a balustrade

ST. LOUIS HOTEL,

ST. LOUIS STREET,

QUEBEC.

This HOTEL, which is unrivalled for SIZE, STYLE and LOCALITY, in QUEBEC, is open throughout the year for pleasure and business travel.

It is eligibly situated, near to and surrounded by the most delightful and fashionable promenades, the Governor's Garden, the Citadel, the Esplanade, the Place d'Armes, and Durham Terrace, which furnish the splendid views and Magnificent Scenery for which Quebec is so justly celebrated, and which is unsurpassed in any part of the world.

The Proprietors, in returning thanks for the very liberal patronage they have hitherto enjoyed, inform the public that this Hotel has been thoroughly renovated and embellished, and can now accommodate about 500 Visitors; and assure them that nothing will be wanting on their part that will conduce to the comfort and enjoyment of their Guests.

W. RUSSELL & SON,

May, 1871.

Proprietors.

PAUWELS' HOUSE,

COBOURG.

THIS HOUSE offers every facility to Tourists during the Summer months. The Steamer NORSEMAN crosses to Rochester daily, and the Cars leave for Rice Lake twice a day.

CHOICE FISHING AND SHOOTING

To be obtained, such as few parts of Canada can boast of.

The position is central, and commands an entire view of the Lake. Families can have the best accommodation, and spacious rooms are set aside for the use of Commercial Travellers.

DAILY LINE TO ROCHESTER.

The Superb New Lake Upper State Cabin Steamer

NORSEMAN,

Carrying United States and Canadian Mails
and Express,

Leaves Port Hope every Morning

FOR

ROCHESTER

At 9 o'clock, on arrival of Grand Trunk Railway Trains
from East and West.

RETURNING,

Leaves Port of Rochester (Charlotte) every evening at 9
o'clock (except Saturday, when she leaves at 2 o'clock,
P.M., for Brighton).

This is the favorite summer route from Toronto to
Rochester, Albany, &c. The cheapest and quickest route
from points East of Port Hope on the Grand Trunk, to
Rochester, Buffalo, &c. The favorite route to Avon and
Clifton Springs, &c.

Passengers and freight take cars alongside steamer at
Rochester Landing.

Connection made at Cobourg and Port Hope with
Royal Mail Line Steamers from Hamilton and Montreal.

Address **R. C. CARTER,**

Port Hope, Ont.

finished at corners with pannelled pedestals and carved vases.

The frontage of the main building towards King street is about 88 feet, and the kitchen wing extends 100 feet more, making a total of 188 feet. This wing is two stories in height, treated in a plainer but somewhat similar manner.

Covering the main entrance, which is under the tower facing Simcoe street, is a large, handsome carriage porch, supported on clusters of Corinthian columns resting on cut-stone pedestals. From the capitals of columns spring arches supporting entablature with enriched balustrade, furnishing at angles with pannelled pedestals and carved vases. The verandah on the south front is treated in a peculiar manner. The main doorway is deeply recessed with massive cut-stone arch and jambs, and broad cut-stone steps, and leads into the vestibule, 12 feet square, which is separated by an elaborate screen, filled in with stained and embossed glass, from an inner vestibule or loggia of the same dimensions. This again is separated from the main hall by an enriched arch, springing from fluted Corinthian columns, with richly carved caps. The inside of the building is finished in the most elaborate style, with every modern convenience. The grounds have been much altered and improved, and approaches of Nicholson pavement put to the entrances. Total cost of the building \$102,000.

THE
ST. LAWRENCE & OTTAWA RAILWAY,

THE SHORTEST RAILWAY ROUTE,

From All Points both EAST and WEST to OTTAWA.

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ASK FOR TICKETS

**Via PRESCOTT JUNCTION,  
FOR OTTAWA,**

To be had at all principal Agencies of the Grand Trunk Company.

**BAGGAGE CHECKED THROUGH TO OTTAWA.**

*Twenty Minutes allowed at Prescott Junction for Refreshments,*

And connections with the Grand Trunk certain.

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**FREIGHT.**

**A CHANGE GAUGE CAR PIT**

Has been placed in the Freight Shed.

**FREIGHT FOR OTTAWA, LOADED ON CHANGE GAUGE CARS,  
COMES THROUGH WITHOUT TRANSHIPMENT.**

**A FLOATING ELEVATOR**

For the transhipment of Grain from Vessels to the Company's Cars  
is always in readiness at Prescott Wharf in Summer.



## 1871. TORONTO POST OFFICE. 1871.

| CLOSE.                         |          | MAILS.                                                                                                                                    | DUE.   |       |
|--------------------------------|----------|-------------------------------------------------------------------------------------------------------------------------------------------|--------|-------|
| A. M.                          | P. M.    |                                                                                                                                           | A. M.  | P. M. |
| 6.00                           | 3.00     | NORTHERN.—Holland Landing, Bradford, Barrie, Collingwood, &c., by Northern Railway.                                                       | 10.45  | 9.20  |
| 1.00                           | 6.15     | EASTERN.—Cobourg, Kingston, Ottawa, Montreal, Quebec, &c., by Grand Trunk Railway.                                                        | 10.50  | 10.50 |
| 6.00 & 11.00                   | 4.00     | WESTERN.—Hamilton, London, Paris, St. Catharines, Niagara, &c., by Great Western Railway.                                                 | 9.30   | 5.05  |
| 6.00                           | .....    | NIAGARA, via Steamer .....                                                                                                                | 11.05  | 9.20  |
| 6.00                           | 2.30     | NORTH-WESTERN.—Brampton, Guelph, Stratford, Sarula, &c., by Grand Trunk Railway.                                                          | .....  | 1.05  |
| .....                          | 2.00     | KINGSTON ROAD.—Leslie, Scarboro, Rouge Hill, &c., by Stage.                                                                               | .....  | 5.30  |
| .....                          | 2.00     | DUNDAS STREET.—Brockton, Etobicoke, Summerville, &c., by Stage.                                                                           | 10.30  | ..... |
| .....                          | 2.00     | YONGE STREET.—Eglinton, York Mills, Willowdale, &c., by Stage.                                                                            | 11.00  | ..... |
| 6.00                           | .....    | ..... And by Northern Railway .....                                                                                                       | .....  | ..... |
| 7.00                           | 2 & 5.45 | ..... YORKVILLE.—per Stage .....                                                                                                          | 9 & 11 | 7.00  |
| .....                          | 2.00     | ..... MARKHAM ROUTE.—per Stage .....                                                                                                      | 11.00  | ..... |
| 6.00                           | 4.00     | WESTERN STATES.—per Great West. R.                                                                                                        | 9.30   | 5.05  |
| 6.00                           | .....    | UNITED STATES.—Albany, Boston, Buffalo, New York, &c., by Great Western Railway.                                                          | 9.30   | 5.05  |
| N. York and Buffalo only 11.00 | .....    |                                                                                                                                           |        |       |
| 10.30                          | .....    | BRITISH MAILS.                                                                                                                            |        |       |
| .....                          | 10.00    | By Cunard Line every Monday .....                                                                                                         | .....  | ..... |
|                                |          | By Canadian Line every Tuesday....                                                                                                        | .....  | ..... |
|                                |          | N.B. Letters for despatch by these lines of Steamers should be so marked.                                                                 |        |       |
| 11.00                          | .....    | [NOVA SCOTIA, NEWFOUNDLAND, BERMUDA, &c.—By Inman Line Steamers, via New York, 2nd, 16th and 30th Sept., and via Portland every Thursday. | .....  | ..... |
| .....                          | 5.30     | N.B.—Letters for these routes must be so marked.                                                                                          | .....  | ..... |
| 6.00                           | 3.00     | BRUCE MINES, SAULT STE. MARIE AND FORT WILLIAM, via Collingwood.                                                                          | .....  | ..... |
|                                |          | Letters for registration must be posted fifteen minutes before the hours of closing any of the above Mails.                               |        |       |

MONEY ORDER AND SAVINGS' BANK.—Office hours from 9 A.M. to 4 P.M.

POST OFFICE.—Office hours from 7 A.M. to 7 P.M.

JOSEPH LESSLIE, Postmaster.

**FAST TIME!****Steamer "CITY OF TORONTO."****TWO TRIPS DAILY**

BETWEEN

**TORONTO, NIAGARA AND LEWISTON,**

Connecting with Trains for Niagara Falls, Buffalo,  
New York and other points.

**TIME:**—Toronto-to Falls—three and a half hours,  
Buffalo—four and a half hours.

**RETURNING,**

Connects with Mail Line of Steamers, Grand Trunk  
Railroad and other Railroads.

**DUNCAN S. MILLOY,***Captain and Owner.*

1871.

P. M.

P. M.

9.20

10.50

5.05

&amp;

9.20

2.00

1.05

&amp;

5.30

7.00

5.05

5.05

A. M. to

Master.

## TORONTO HACK AND CAB FARES.

## NORTHERN LIMITS—CONCESSION LINE.

|                                                                         |                                     |  |                                                 |
|-------------------------------------------------------------------------|-------------------------------------|--|-------------------------------------------------|
| WESTERN LIMITS.<br>DIV. NO. 3.<br>Bathurst St.<br>D. No. 2.<br>John St. | DIVISION No. 3.<br>Carleton Street. |  | DIV. NO. 2.<br>Parliament Street.<br>DON RIVER. |
|                                                                         | DIVISION No. 2.<br>Queen Street.    |  |                                                 |
|                                                                         | DIVISION No. 1.                     |  |                                                 |
|                                                                         | BAY.                                |  |                                                 |

## TARIFF OF CHARGES UNDER THIS ACT.

| PLACES.                               |                                            | TWO HORSES.   |                |               |                |
|---------------------------------------|--------------------------------------------|---------------|----------------|---------------|----------------|
| FROM                                  | TO                                         | ONE.          | TWO.           | THREE         | EACH ADD'L.    |
| Steamboat Landings and Rail'd Depots. | Any place in 1st Division, and vice versa. | \$ c.<br>0 25 | \$ c.<br>0 37½ | \$ c.<br>0 50 | \$ c.<br>0 12½ |
| do.                                   | Any place in 2nd Division, and vice versa. | 0 37½         | 0 50           | 0 62½         | 0 12½          |
| do.                                   | Any place in 3rd Division, and vice versa. | 0 50          | 0 62½          | 0 75          | 0 12½          |

## BY THE HOUR—TWO HORSES.

|               |            |                 |                 |                                               |
|---------------|------------|-----------------|-----------------|-----------------------------------------------|
| 1 Person - -  | 1 Hour - - | \$ cts.<br>1 00 | \$ cts.<br>1 00 | One for 4 hours an average of 62½c. an hour.  |
| 1 " - -       | 2 " - -    | 0 75            | 1 75            |                                               |
| 1 " - -       | 3 " - -    | 0 50            | 2 25            |                                               |
| 1 " - -       | 4 " - -    | 0 25            | 2 50            |                                               |
| 2 Persons - - | 1 Hour - - | 1 12½           | 1 12½           | Two for 4 hours an average of 75c. an hour.   |
| 2 " - -       | 2 " - -    | 0 87½           | 2 00            |                                               |
| 2 " - -       | 3 " - -    | 0 62½           | 2 62½           |                                               |
| 2 " - -       | 4 " - -    | 0 37½           | 3 00            |                                               |
| 3 Persons - - | 1 Hour - - | 1 25            | 1 25            | Three for 4 hours an average of 82c. an hour. |
| 3 " - -       | 2 " - -    | 1 00            | 2 25            |                                               |
| 3 " - -       | 3 " - -    | 0 75            | 3 00            |                                               |
| 3 " - -       | 4 " - -    | 0 50            | 3 50            |                                               |
| 4 Persons - - | 1 Hour - - | 1 37½           | 1 37½           | Four for 4 hours an average of \$1 an hour.   |
| 4 " - -       | 2 " - -    | 0 12½           | 2 50            |                                               |
| 4 " - -       | 3 " - -    | 0 87½           | 3 37½           |                                               |
| 4 " - -       | 4 " - -    |                 | 4 00            |                                               |

CITY HALL, Toronto, 1870.

Any Cabman driving without this Tariff posted in his Cab, will be liable to prosecution.

DON RIVER.

DIV. NO. 2.  
Pearl Street.

EACH  
ADD'L.

\$ c.  
0 12½

0 12½

0 12½

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liable to